

APPENDIX N

AIRPORT VISION STATEMENT

Introduction: A draft Vision Statement was discussed by the Renton Airport Advisory Committee during several meetings in late September and early October 2001. The purpose was to develop a sufficient context for the airport that recommendations could be considered. The consensus of the RAAC was that the draft Vision Statement had been taken far enough to enable the committee to address the recommendations. In its meeting of October 15, 2002, the RAAC adopted an activity mix statement for the airport that is shown below as the airport Mission Statement. The alternatives this was developed from is attached at the end.

The committee's direction was for the consultant team to merge the draft Vision Statement created Oct. 1, with new material submitted by attendees, and provide a suggested document as part of the 100% Business Plan report. This material follows in the form of a Council resolution. Several of the "WHEREAS" statements are repeated verbatim from the Council Resolution establishing the RAAC.

Draft
CITY OF RENTON
COUNCIL RESOLUTION No. _____

A RESOLUTION OF THE CITY OF RENTON, WASHINGTON ADOPTING A
VISION STATEMENT FOR THE RENTON MUNICIPAL AIRPORT.

WHEREAS the City of Renton received the Renton Municipal Airport and Will Rogers / Wiley Post Seaplane Base from the federal government over 50 years ago; and

WHEREAS: The Renton Municipal Airport is located in a geographic bowl surrounded by hills to the west, east and southeast. These hills contain dense residential development. The hill directly to the east of the airport is directly under the traffic pattern for the airport as is the South Renton and Talbot Hill neighborhoods; and

WHEREAS economic growth in the region has led to a gradual and significant increase in aviation activity over the airport's life, serving not only the Boeing Commercial Airplane Company but many other operators and customers; and

WHEREAS: Demand for access to Renton Municipal Airport is growing for the following reasons:

- Renton Municipal's unique geographic location;
- The overall population growth in the region;
- Increasing wealth of citizens in Renton and the Puget Sound region;
- Increased difficulty in operating general aviation aircraft at neighboring Boeing Field; and
- Loss in the past 20 years of other general aviation airports in King County (Sand Point, Bellevue, Issaquah, Cedar Grove); and

WHEREAS: The City of Renton is experiencing unprecedented levels of residential development and re-development. Homeowners with older homes, especially those with views of the City or Lake Washington, are adding new floors and decks to capitalize on fabulous views. Under-utilized commercial and industrial properties are also being re-developed for residential uses. This trend will undoubtedly continue as the strong regional economy and growth in regional population surrounding the City of Renton focuses on "reasonably priced", close-in residential property, especially view property; and

WHEREAS As these trends continue, new residential development and increased demand for airport access, there will need to be a greater emphasis on ensuring that these competing needs can coexist within the dynamic City of Renton, and

WHEREAS: Residents living near Renton Municipal are becoming increasingly aware of the presence of aircraft operations and the noise it generates; and

WHEREAS the City of Renton residents and airport tenants are committed to developing and maintaining a economically viable airport that fits the Renton community, and

WHEREAS obligations undertaken in connection with the initial grant of the Airport property, and in the subsequent grants of Federal funding create legal obligations on the City, including the obligations to operate and maintain the airport and all its facilities to serve all aeronautical users of the airport without unjust discrimination and to allow for its safe use; and

WHEREAS, since that time the City has invested many thousands of dollars of aviation revenue and FAA funds in improving the airport for greater safety and efficiency; and

WHEREAS the airport has only 168 acres, almost all fully utilized; and

WHEREAS the airport is self-sustaining financially; and

WHEREAS the City Council has the twin objectives of minimizing the environmental impacts of aviation activity while continuing to create a stable, prosperous, safe and financially-self-sufficient aviation environment;

NOW, THEREFORE, THE CITY COUNCIL AND THE CITY OF RENTON DO RESOLVE AS FOLLOWS:

SECTION I: The above recitals are hereby found to be true and correct in all respects.

SECTION II: The City of Renton hereby adopts this Vision and Mission Statement for the Renton Municipal Airport:

Mission: The Renton Municipal Airport should continue its current mix of activity and focus new growth on meeting the needs of the Puget Sound region's light aircraft activity.

Vision Statement: Renton Municipal Airport will continue to be a General Aviation Reliever airport serving as a quality aerial gateway between the City and a diverse aviation system in and beyond metropolitan Seattle. The City of Renton is the airport sponsor and is dedicated to working in partnership with aviators, residents and aviation-related businesses.

It will meet its Federal obligations to maintain a safe, secure, and viable airport by adopting airport zoning regulations consistent with the State of Washington RCW 36.70A.510 General Aviation Airport-Siting of Incompatible Uses to protect the airport

from encroachment, require airport compatible land use, and to minimize noise impacts on new developments surrounding the airport.

The noise and safety impacts of current transient and local operations on the existing surrounding neighborhoods will be mitigated by the voluntary noise abatement procedures developed by the airport tenants and users, and through continued exploration of other avenues to control present and future noise, including a compliance response system addressing individual noise and safety incidents.

The City's forecasts of operations at the Airport anticipate a mix of activity on the field over the next 20 years that is similar to today's, contained within the airport's current physical dimensions. The City's development and operational plans for the airport will support that forecast. As the airport sponsor, the City's goals are to fulfill its federal legal obligations and maintain aviation business prosperity, full occupancy and financial self-sufficiency while simultaneously taking all available actions to reduce current noise and minimize noise growth through a process of developing measurements and standards.

- Maintaining up-to-date documents for Leasing Policy, Airport Procedures, Minimum Standards for Aeronautical Service Providers and Airport Rules and Regulations.. The City will apply those requirements in a transparent and evenhanded fashion to all airport users so that the context for all activities and communications is clear to all involved;
- Providing first-class amenities and services that enhance the image and business climate of the City; and
- Adopting and implementing aesthetic standards for the airport, developing systems of management accountability and maintaining mechanisms for community involvement and advice to the Council.

Passed by the City Council this _____ day of _____, 2002.

(Signature blocks follow)

Airport vision alternatives

ACTIVITY FOCUS	DESCRIPTION	RAAC RECOMMENDATIONS /COMMENTS
1. <i>Total Recreational Emphasis</i>	<ul style="list-style-type: none"> • Elements could include: Glider towing, parachute jumping, Ultralights (these are lightweight recreational aircraft requiring a different, less onerous, pilot license), ballooning and aerobatics. (Example: Harvey Field near Snohomish, WA) • Incompatible with Boeing activity and the region's aviation needs. • Would not accommodate the airport's existing corporate and charter and air taxi tenants. 	Not feasible because of Sea-Tac/Boeing Field airspace restrictions.
2. <i>Residential Airpark Emphasis</i>	<ul style="list-style-type: none"> • Nationwide, some airports, usually privately developed, are focused on private general aviation flying. The analogy is a golf course community. The runway is owned by all members and each has a house site and personal aircraft hangar on the field. Examples locally include Crest Airpark in Kent, and the airport in Spanaway. • Incompatible with Boeing activity and the region's aviation needs. • Such an emphasis would gradually phase out all commercial and business activity. • The airport deed and grant assurances would make such an approach difficult if not impossible. 	Rule out.

ACTIVITY FOCUS	DESCRIPTION	RAAC RECOMMENDATIONS /COMMENTS
3. <i>Cargo Emphasis</i>	<ul style="list-style-type: none"> • The region is extremely short of cargo facilities at its airports. Sea-Tac is running out of space; Boeing Field likewise. • Cargo operators might seek to utilize Renton as they did in the aftermath of the earthquake when Boeing Field was closed. • Limiting factors are runway length, airspace constraints and (unless the Boeing property east of the Cedar River becomes available) the lack of space for the construction of warehouse and parcel sorting facilities. • This scenario would increase the number of large (and noisy) jet operations and likely lead to a dramatic increase in night and early morning flights. • Forgoing this scenario does not preclude occasional air cargo deliveries to Renton, similar to what occur now. 	Rule out; the existing runway is short for cargo operations and there would be a significant noise impact in particular during the night.
4. <i>Commercial Service Emphasis</i>	<p>Scheduled flights are unlikely at Renton for the following reasons:</p> <ul style="list-style-type: none"> • It is only 4 miles from Sea-Tac and could not house the same variety of destination as the airlines based at sea-Tac; • Most scheduled flights require longer runway lengths; • Airspace constraints; • Lack of passenger terminal or passenger amenities; • There is little or no suitable land area for the development of passenger facilities or parking; and • Airlines do not like “split operations”. 	Rule out ¹ .

¹ Ruling out a Commercial Service emphasis does not preclude air taxi operations and charters; it just discourages scheduled services.

ACTIVITY FOCUS	DESCRIPTION	RAAC RECOMMENDATIONS /COMMENTS
<p>5. <i>Same as Today: Mix n' Match</i></p>	<ul style="list-style-type: none"> Boeing continues to be the major tenant occupying over 50% of the available land area, although its flight operations are very few as a percentage of all activity. The remaining airport use is a mix of general aviation activities, including business and instructional/recreational flying. Most aircraft using the airport are small single and twin-piston aircraft, with only a small number of business jets and helicopters in the mix. Apart from Boeing, there are no large jets using the airport. The aviation-related businesses on the airport minimally provide services that support the existing mix of aircraft. Renton has been noted as having very poor public and customer services as compared with other west coast airports in its size range. Better services and amenities could increase airport revenues. Facilities that have been identified as needed include: Briefing rooms; Customs building, easily accessed public bathrooms, rental car site, Fixed Base Operator (FBO) / pilot lounges, longer hours of fuel and FBO availability; full-service FBOs. There is a concern that higher aesthetic and visual standards should be a goal for the airport as today it presents a rundown appearance. The recreational component is also served by the seaplane base at the northern end of the field, technically a separate airport but also run by the City. 	<p>Consider, together with improved amenities and aesthetics as long as these do not unduly increase aviation traffic.</p>

ACTIVITY FOCUS	DESCRIPTION	RAAC RECOMMENDATIONS /COMMENTS
6. <i>Large Scale Aviation Manufacturing Emphasis</i>	<ul style="list-style-type: none"> • Boeing is deciding where to build the Sonic Cruiser and Renton is a possible location. Boeing is also exploring new lines of business that will need siting. • Thus, it is assumed under this scenario that Boeing will seek to continue their lease after 2010 and to increase their leasehold on the field. • The question would remain open as to whether Boeing should move to the west side of the field as was depicted in the Master Plan. • Such a trend would enhance the airport's existing mission and continue to support a sound base for manufacturing jobs in Renton. • Having Boeing continue could mean Boeing utilities provision continues as at present. • Increased Boeing land usage at the field would reduce the space available for general aviation. 	Consider.

ACTIVITY FOCUS	DESCRIPTION	RAAC RECOMMENDATIONS /COMMENTS
7. <i>Seaplane Base Emphasis</i>	<ul style="list-style-type: none"> • The public seaplane base at Renton is one of the few seaplane bases—and the only major publicly operated one—in the region and serves a growing market. • While only the northern end of the field lends itself best to seaplane operations, the availability of tow-vehicles means that any site on the field could be a seaplane operation. • Seaplane operations are daylight hours only, reducing the duration of noisy flights. [Note: Most seaplane noise complaints are not from Renton residents]. Volumes of activity may vary with costs, insurance availability and other factors. • Increased emphasis on seaplane operations would require improvements to the launching ramp area and the development of a seaplane-oriented FBO with a customs facility on the restaurant parcel. • Increased seaplane operations are not incompatible with the existing activity focus. 	Consider.
8. <i>Private Pilot Emphasis</i>	<ul style="list-style-type: none"> • The focus is more on accommodating private flying than on business and commercial operations. • This would likely entail an increase in the number of T-hangars on the airport as opposed to tiedowns. 	Consider.